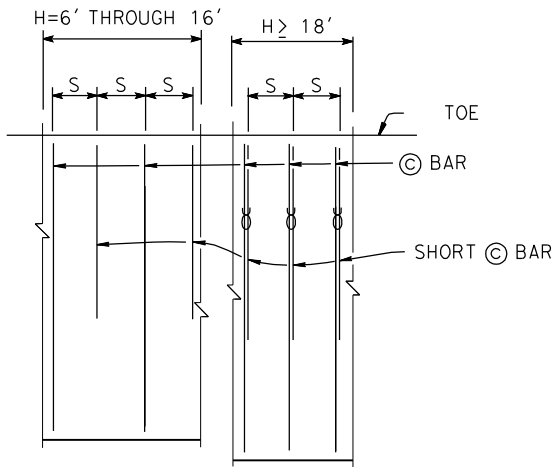
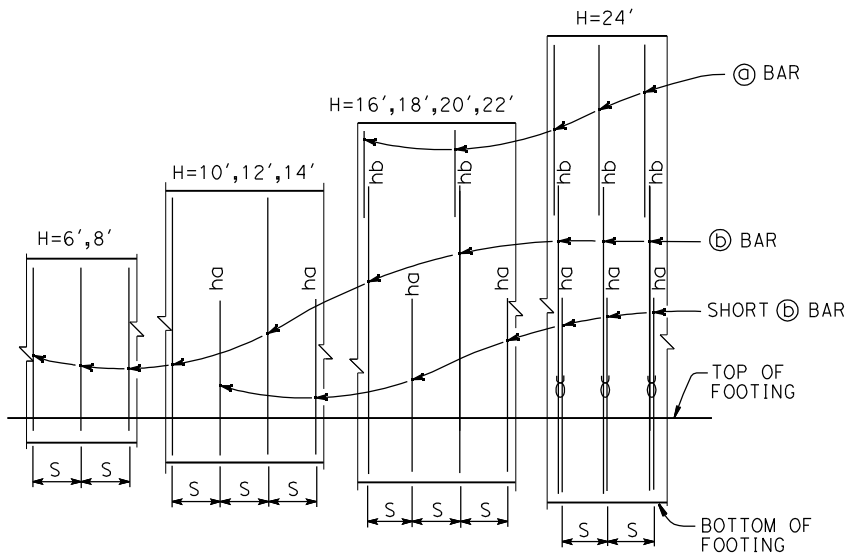


| | | | | | |
|--|--------|-------|--------------------------|-----------|--------------|
| DIST | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| X | X | X | X | X | X |
| REGISTERED CIVIL ENGINEER | | | X | DATE | |
| PLANS APPROVAL DATE | | | No. X | | |
| The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet. | | | Exp. X | | |
| | | | CIVIL | | |
| | | | STATE OF CALIFORNIA | | |



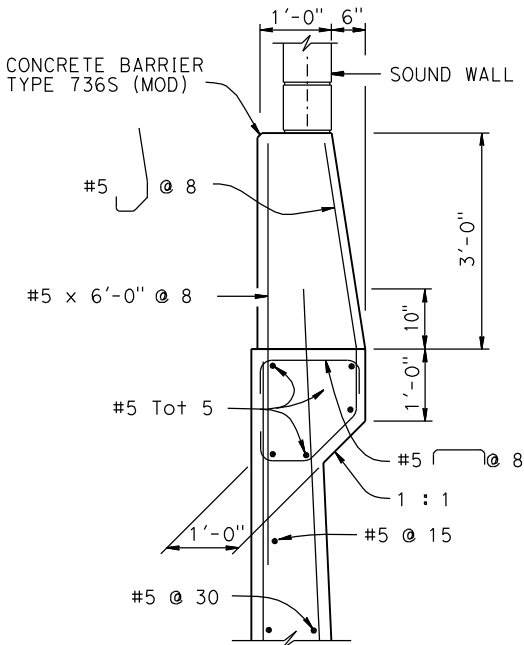
PLAN
NO SCALE

NOTES:
Only @ bars shown
"S" is @ bar spacing, see table
⌘ indicates 2 bar bundle.

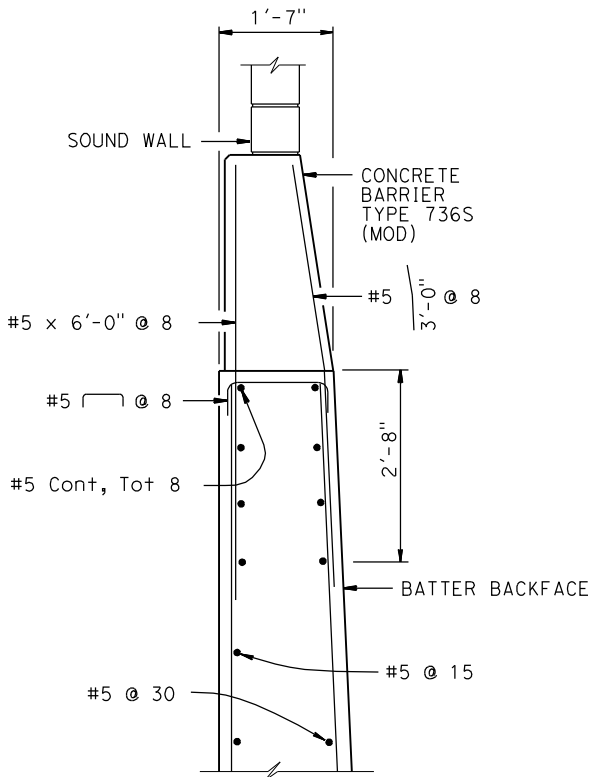


ELEVATION
No scale

NOTES:
"ha" and "hb" above @ bars indicate distance from top of footing to upper end of @ bars, see table.
"S" is @ bar spacing, see table.
⌘ indicates 2 bar bundle.



DETAIL A
3/4" = 1'-0"



OPTIONAL DETAIL A
3/4" = 1'-0"

For details not shown, see "DETAIL A"

DESIGN DATA

Design: AASHTO LRFD Bridge Design Specifications
4th edition with California Amendments

WS: 33 psf on sound wall and barrier
LS: Varied surcharge on level ground surface
CT: 54 kip maximum traffic impact loading evenly distributed over 10 feet at top of the barrier and 1:1 distribution down and outward

EQE: Mononabe-Okabe Method
K_h = 0.3
K_v = 0.0

Soil: φ = 34°
γ = 120 pcf

Reinforced Concrete: f'c = 3600 psi
fy = 60,000 psi

Load Combinations and Limit States

Service I Q=1.00DC+1.00EV+1.00EH+1.00LS+0.30WS
Service II Q=1.00DC+1.00EV+1.00EH+1.00WS
Strength I Q=aDC+BEV+1.50EH+1.75LS
Q=1.25DC+1.35EV+0.90EH+1.75LS (for piles at heel)
Strength III Q=aDC+BEV+1.50EH+1.40WS
Strength V Q=aDC+BEV+1.50EH+1.35LS+0.40WS
Extreme I Q=1.00DC+1.00EV+1.00EH+1.00EQD+1.00EQE
Extreme II Q=1.00DC+1.00EV+1.00EH+1.00CT

Where:

Q: Force Effects
a: 1.25 or 0.90, Which ever Controls Design
B: 1.35 or 1.00, which ever Controls Design
DC: Dead Load of Structure Components
EV: Vertical Earth Fill Pressure
LS: Live Load Surcharge
EQE: Seismic Earth Pressure
EQD: Soil and Structure Components Inertia.
Soil inertia ignored for stem design
WS: Wind Load on Sound Wall and Barrier
CT: Vehicular Collision Force